

SUMMARY

This quarterly report is the 63rd in a series concerning safety and environmental protection matters related to ports and shipping. Highlights include:

1. The 29th session of the Facilitation Committee (FAL 29) of the International Maritime Organization (IMO) was held at IMO Headquarters in London from January 7-11, 2002. Among its significant actions, the Committee adopted amendments to the Convention on Facilitation of International Maritime Traffic (FAL Convention) that add a new section related to stowaways and also additional requirements concerning FAL Form 7 (Dangerous Goods Manifest). With regard to the prevention and suppression of acts of terrorism against ships, the Committee tasked the ship/port interface (SPI) working group to: (a) review Maritime Safety Committee (MSC) circular 443 on measures to prevent unlawful acts against passengers and crews on board ships and MSC circular 754 on passenger ferry security, and identify areas where there is a need to update/expand them; (b) identify any gaps in existing IMO instruments and if there is a need to develop new instruments; and (c) prepare a list of subjects for further consideration. The SPI working group report on this urgent matter was passed on to the intersessional working group for MSC 75. (Item 1-B)
2. The 47th session of the IMO Marine Environment Protection Committee (MEPC 47) was held at IMO Headquarters in London from March 4-8, 2002. Major actions taken at MEPC 47 include: (a) significant development of an international convention for the control and management of ships' ballast water and sediments; (b) approval of the U.S. proposal to designate the marine area around the Florida Keys as a Particularly Sensitive Sea Area; (c) tacit agreement with the U.S. objective on greenhouse gas emissions from ships to avoid any specific ties to the Kyoto Protocol; (d) agreement to develop guidelines on ship recycling; (e) completing review of the Manual on Oil Pollution, Section IV (combating oil spills), and requesting the IMO secretariat to prepare the document for publication; (f) noting that the United States had deposited a declaration with the IMO that the United States will not be bound by the recently adopted amendments to regulation 13G of Annex I of the MARPOL Convention until it gives explicit approval; (g) approval of a revised Annex to the 1973 Intervention Protocol with a view to its adoption at MEPC 48; and (h) agreement to establish working groups on ballast water, recycling of ships, and greenhouse gas emissions from ships at MEPC 48. (Item 1-F)
3. On November 19, 2001, President George W. Bush signed into law the Aviation and Transportation Security Act (P.L. 107-71). This legislation amends federal transportation law to establish in the U.S. Department of Transportation (DOT) the Transportation Security Administration to be headed by an Under Secretary of Transportation for Transportation Security, who is responsible for security in all modes of transportation. (Item 2-A)
4. The Great Lakes Commission (GLC) has published a report titled *Beneficial Uses of Great Lakes Dredged Material: A Report of the Great Lakes Beneficial Use Task Force*. The report defines "beneficial use" as the placement or use of dredged material for some productive purpose, such as beach/near-shore nourishment, habitat restoration, landscaping, amendments

to agricultural soils, road construction fill, strip mine restoration, or temporary cover for landfills. The report contains findings and recommendations, prioritizes several recommendations, and proposes actions for their implementation. It also contains examples of beneficial use projects throughout the Great Lakes basin, provides an overview of selected innovative technologies for treating contaminated dredged material for beneficial use, and includes profiles of the regulatory framework for beneficial use of dredged material for each of the Great Lakes states. A GLC resolution on making beneficial use of dredged material a policy priority is included as well. (Item 4-B)

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